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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/590,392	06/08/2007	Thorsten Enders	10191/4453	6990
26646	7590	05/27/2009	EXAMINER	
KENYON & KENYON LLP ONE BROADWAY NEW YORK, NY 10004				ELLIOTT IV, BENJAMIN H
ART UNIT		PAPER NUMBER		
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Please find below and/or attached an Office communication concerning this application or proceeding.

The time period for reply, if any, is set in the attached communication.

Office Action Summary	Application No.	Applicant(s)	
	10/590,392	ENDERS ET AL.	
	Examiner	Art Unit	
	BENJAMIN ELLIOTT	2416	

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

1) Responsive to communication(s) filed on 08 June 2007.
 2a) This action is FINAL. 2b) This action is non-final.
 3) Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

4) Claim(s) 11-20 is/are pending in the application.
 4a) Of the above claim(s) _____ is/are withdrawn from consideration.
 5) Claim(s) _____ is/are allowed.
 6) Claim(s) 11-20 is/are rejected.
 7) Claim(s) _____ is/are objected to.
 8) Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

9) The specification is objected to by the Examiner.
 10) The drawing(s) filed on _____ is/are: a) accepted or b) objected to by the Examiner.
 Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
 Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
 11) The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

12) Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
 a) All b) Some * c) None of:
 1. Certified copies of the priority documents have been received.
 2. Certified copies of the priority documents have been received in Application No. _____.
 3. Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

1) <input checked="" type="checkbox"/> Notice of References Cited (PTO-892)	4) <input type="checkbox"/> Interview Summary (PTO-413)
2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948)	Paper No(s)/Mail Date. _____ .
3) <input checked="" type="checkbox"/> Information Disclosure Statement(s) (PTO/SB/08) Paper No(s)/Mail Date <u>2/25/2009, 6/17/2008, 8/22/2006</u> .	5) <input type="checkbox"/> Notice of Informal Patent Application
	6) <input type="checkbox"/> Other: _____ .

DETAILED ACTION

1. Claims 11-20 are pending. Claims 11-20 are rejected.

Information Disclosure Statement

2. The information disclosure statements (IDS) submitted on 2/25/2009, 6/17/2008, and 8/22/2006 have been found to be in compliance with the provisions of 37 CFR 1.97. Accordingly, the information disclosure statements have been considered by the examiner.

Claim Rejections - 35 USC § 103

3. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

4. The factual inquiries set forth in *Graham v. John Deere Co.*, 383 U.S. 1, 148 USPQ 459 (1966), that are applied for establishing a background for determining obviousness under 35 U.S.C. 103(a) are summarized as follows:

1. Determining the scope and contents of the prior art.
2. Ascertaining the differences between the prior art and the claims at issue.
3. Resolving the level of ordinary skill in the pertinent art.
4. Considering objective evidence present in the application indicating obviousness or nonobviousness.

5. This application currently names joint inventors. In considering patentability of the claims under 35 U.S.C. 103(a), the examiner presumes that the subject matter of the various claims was commonly owned at the time any inventions covered therein were made absent any evidence to the contrary. Applicant is advised of the obligation under 37 CFR 1.56 to point out the inventor and invention dates of each claim that was not commonly owned at the time a later invention was made in order for the examiner to consider the applicability of 35 U.S.C. 103(c) and potential 35 U.S.C. 102(e), (f) or (g) prior art under 35 U.S.C. 103(a).

6. Claims 11-12, 15-17, and 20 are rejected under 35 U.S.C. 103(a) as being unpatentable over US Patent Publication 2001/0021196 A1 to Weigl et al. (hereinafter “Weigl”) in view of US Patent 6,404,326 B1 to Timmerman et al. (hereinafter “Timmerman”).

Regarding Claim 11, Weigl discloses a method for transmitting information in a motor vehicle among electrical components of the motor vehicle (Weigl: [0002]. The use of CAN (controller area network) is used to communicate information in motor vehicles.), **which are connected to a data bus structure of the motor vehicle in order to transmit information** (Weigl: [0007]. Information is transmitted along a data bus structure.), **comprising: transmitting the information in successive cycles over the data bus structure** (Weigl: [0007]. Information is transmitted at a specific time interval.), **each cycle including at least one time window for transmitting information**

at specific points in time (Weigl: [0013]. The reference message and timing window form cycles of a specifiable structure.).

Weigl is silent on a power line structure bus and transmitting information over the power line based on a specific event.

However Timmerman discloses **a power line structure of the motor vehicle in order to be supplied with power** (Timmerman: Col. 1, lines 59-63. A master node communicates via one bus and transfers power via a separate bus.). Timmerman further discloses **and at least one event window for transmitting information in response to specific events** (Timmerman: Col. 2, lines 6-10. An event can be from a remote slave node such as seat adjustment.). Timmerman also discloses **and transmitting at least one portion of the information transmitted in the at least one time window over the power line structure for purposes of redundant information transmission** (Timmerman: Col. 2, lines 12-16. Information may be transmitted over the secondary power bus. Col. 2, lines 17-19. The secondary power bus has the capability of redundant communication.).

Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to modify the method of Weigl to include redundant communications through a power line structure as taught by Timmerman. This would benefit the system by providing backup to a failed communication between a remote node in the vehicle to the communication structure of the vehicle (Timmerman: Col. 1, lines 37-41).

Regarding Claim 12, Weigl discloses a method for transmitting information in a motor vehicle among electrical components of the motor vehicle (Weigl: [0002]. The use of CAN (controller area network) is used to communicate information in motor vehicles.), **which are connected to a data bus structure of the motor vehicle in order to transmit information** (Weigl: [0007]. Information is transmitted along a data bus structure.), **comprising:** **wherein the information is transmitted in successive cycles over the data bus structure** (Weigl: [0007]. Information is transmitted at a specific time interval.), **each cycle including at least one time window for transmitting information at specific points in time** (Weigl: [0013]. The reference message and timing window form cycles of a specifiable structure.).

Weigl is silent on a power line structure bus, transmitting information over the power line based on a specific event, and transmitting information at the same time over the data bus structure and the power line structure.

However Timmerman discloses **a power line structure of the motor vehicle in order to be supplied with power** (Timmerman: Col. 1, lines 59-63. A master node communicates via one bus and transfers power via a separate bus.). Timmerman further discloses **and at least one event window for transmitting information in response to specific events** (Timmerman: Col. 2, lines 6-10. An event can be from a remote slave node such as seat adjustment.). Timmerman also discloses **and transmitting at least one portion of the information transmitted in the at least one time window over the power line structure for purposes of redundant information transmission** (Timmerman:

Col. 2, lines 12-16. Information may be transmitted over the secondary power bus. Col. 2, lines 17-19. The secondary power bus has the capability of redundant communication.). Timmerman goes on to disclose **transmitting at least some information both via the data bus structure and via the power line structure, in order to provide redundant information transmission** (Timmerman: Col. 5, lines 45-48. Information may be simultaneously sent through the primary data bus and the secondary power bus.).

Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to modify the method of Weigl to include redundant communications through a power line structure as taught by Timmerman. This would benefit the system by providing backup to a failed communication between a remote node in the vehicle to the communication structure of the vehicle (Timmerman: Col. 1, lines 37-41).

Regarding Claim 16, Weigl discloses **a communications system for a motor vehicle, the motor vehicle including a plurality of electrical components** (Weigl: [0002]. The use of CAN (controller area network) is used to communicate information in motor vehicles. [0007]. Communication is between at least two users.), **a data bus structure to which the components are connected for transmitting information among the components** (Weigl: [0007]. Information is transmitted along a data bus structure.), **the communication system comprising:**
an arrangement configured to transmit the information in successive cycles over the data bus structure (Weigl: [0007]. Information is transmitted at

a specific time interval.), **each cycle including at least one time window for transmitting information at specific points in time** (Weigl: [0013]. The reference message and timing window form cycles of a specifiable structure.).

Weigl is silent on a power line structure bus and transmitting information over the power line based on a specific event.

However Timmerman discloses **a power line structure of the motor vehicle in order to be supplied with power** (Timmerman: Col. 1, lines 59-63. A master node communicates via one bus and transfers power via a separate bus.). Timmerman further discloses **and at least one event window for transmitting information in response to specific events** (Timmerman: Col. 2, lines 6-10. An event can be from a remote slave node such as seat adjustment.). Timmerman also discloses **and transmitting at least one portion of the information transmitted in the at least one time window over the power line structure for purposes of redundant information transmission** (Timmerman: Col. 2, lines 12-16. Information may be transmitted over the secondary power bus. Col. 2, lines 17-19. The secondary power bus has the capability of redundant communication.).

Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to modify the system of Weigl to include redundant communications through a power line structure as taught by Timmerman. This would benefit the system by providing backup to a failed communication between a remote node in the vehicle to the communication structure of the vehicle (Timmerman: Col. 1, lines 37-41).

Regarding Claim 17, Weigl discloses a communications system for a motor vehicle, the motor vehicle including a plurality of electrical components (Weigl: [0002]. The use of CAN (controller area network) is used to communicate information in motor vehicles. [0007]. Communication is between at least two users.), **a data bus structure to which the components are connected in order to transmit information among the components** (Weigl: [0007]. Information is transmitted along a data bus structure.), **the communication system comprising: the information being transmitted in successive cycles over the data bus structure** (Weigl: [0007]. Information is transmitted at a specific time interval.), **each cycle including at least one time window for transmitting information at specific points in time** (Weigl: [0013]. The reference message and timing window form cycles of a specifiable structure.).

Weigl is silent on a power line structure bus, transmitting information over the power line based on a specific event, and transmitting information at the same time over the data bus structure and the power line structure.

However Timmerman discloses **a power line structure of the motor vehicle in order to be supplied with power** (Timmerman: Col. 1, lines 59-63. A master node communicates via one bus and transfers power via a separate bus.). Timmerman further discloses **and at least one event window for transmitting information in response to specific events** (Timmerman: Col. 2, lines 6-10. An event can be from a remote slave node such as seat adjustment.).

Timmerman also discloses **and transmitting at least one portion of the information transmitted in the at least one time window over the power line structure for purposes of redundant information transmission** (Timmerman: Col. 2, lines 12-16. Information may be transmitted over the secondary power bus. Col. 2, lines 17-19. The secondary power bus has the capability of redundant communication.). Timmerman goes on to disclose **transmitting at least some information both via the data bus structure and via the power line structure, in order to provide redundant information transmission** (Timmerman: Col. 5, lines 45-48. Information may be simultaneously sent through the primary data bus and the secondary power bus.).

Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to modify the system of Weigl to include redundant communications through a power line structure as taught by Timmerman. This would benefit the system by providing backup to a failed communication between a remote node in the vehicle to the communication structure of the vehicle (Timmerman: Col. 1, lines 37-41).

Regarding Claims 15 and 20, Weigl discloses **the method and system as recited in claim 11 and claim 16, wherein the information is transmitted over the data bus structure in accordance with a Time-Triggered Protocol (TTP)** (Weigl: [0003]. A well-known communication protocol in a bus structure is TTP/C.).

7. Claims 13-14 and 18-19 are rejected under 35 U.S.C. 103(a) as being unpatentable over Weigl and Timmerman, and further in view of Applicants' admitted prior art of US Patent Publication 2007/0286225 A1 to Enders et al. (hereinafter "AAPA").

Regarding Claims 13 and 18, Weigl discloses using CAN but is silent on TTCAN, as well as Timmerman.

However, AAPA discloses **the method and system as recited in claim 11 and claim 16, wherein the information is transmitted over the data bus structure in accordance with a Time-Triggered Controller Area Network (TTCAN) protocol** (AAPA: [0008-0009]. One communication protocol developed in the past to transmit information in a motor vehicle is TTCAN.).

Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to modify the method and system of Weigl and Timmerman to improve upon CAN protocol by using TTCAN protocol as taught by AAPA as it is well-known in the art to use TTCAN as disclosed by Applicant. This would improve the system by enabling CAN-based networks to be used in safety critical environments (AAPA: [0009].).

Regarding Claims 14 and 19, Weigl and Timmerman are silent on using the FlexRay protocol.

However, AAPA discloses **the method as recited in claim 11 and claim 16, wherein the information is transmitted over the data bus structure in accordance with a FlexRay protocol** (AAPA: [0013]. FlexRay is a communications protocol that may be used in safety-critical environments, as

well. [0008]. FlexRay is one of the communication protocols that have been developed in the past.).

Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to modify the method and system of Weigl and Timmerman to include the FlexRay protocol as taught by AAPA as it is well-known in the art to use FlexRay as disclosed by Applicant. This would benefit the system by rendering a synchronous and asynchronous transmission of messages between nodes and the data structure (AAPA: [0013]).

Conclusion

Any inquiry concerning this communication or earlier communications from the examiner should be directed to BENJAMIN ELLIOTT whose telephone number is (571)270-7163. The examiner can normally be reached on Monday thru Friday, 8:00 AM to 4:30 PM.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Aung Moe can be reached on (571)272-7314. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/Aung S. Moe/
Supervisory Patent Examiner, Art Unit 2416

/B. E./
Examiner, Art Unit 2416